

## 10. SYDENHAM AREA PARKING PLAN – PROPOSED PARKING CHANGES

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport & Greenspace Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval that changes are made to the parking restrictions in Battersea Street, Buchan Street, Cass Street, Elgin Street, Sandyford Street, Stanley Street and Wordsworth Street in general accordance with the Sydenham Parking Strategy. (Refer to **Attachment 1**).

### EXECUTIVE SUMMARY

2. In September 2007, a report was prepared by Beca Infrastructure Limited for the Scheme Assessment stage of the Colombo Bus Priority Project. Section 4 of the report investigated a parking strategy for the Sydenham Shopping Area to ensure that the same quantum of short term parking would be provided for business customers within a convenient walking distance of Colombo Street following the installation of Bus Priority lanes.
4. To address the effects of the loss of short term on-street parking on Colombo Street, Beca prepared a scheme plan known as the Sydenham Parking Strategy to increase the supply of short term on-street parking in the side streets through the Sydenham Shopping Area.
5. The 'Colombo Street/City South Bus Priority Route' report, which included the Sydenham Parking Strategy, was presented to the Spreydon/Heathcote Community Board on the 15 April 2008. It was forwarded to the 15 May 2008 the Council meeting by way of a Chairperson's report.
6. At its 15 May 2008 meeting, the Council approved the following resolution:  
*(h) Approve the investigation of and integration of the proposed parking restrictions raised during the consultation phase, with the Sydenham Parking Strategy developed for the side streets adjoining this project.*
7. Some minor changes have been made to the Sydenham Parking Strategy to increase parking supply and improve site access as a result of consultation feedback. The proposed parking changes in the Sydenham area will create 39 new P30 parking spaces and three additional unrestricted parking spaces, which are distributed as follows:
  - *Battersea Street: Gain of 13 new P30 parks, loss of 13 existing unrestricted parks.*
  - *Buchan Street: Gain of 22 new unrestricted parks.*
  - *Cass Street: Gain of 10 new unrestricted parks.*
  - *Elgin Street: Gain of 16 new P30 parks, loss of seven existing unrestricted parks.*
  - *Sandyford Street: Gain of two new P30 parks, loss of one existing unrestricted park.*
  - *Stanley Street: Gain of three new P30 parks, loss of three existing unrestricted parks.*
  - *Wordsworth Street: Gain of five new P30 parks, loss of five existing unrestricted parks.*

The proposed changes in each of these streets are outlined below.

### **Battersea Street – Proposed parking changes (refer Attachment 2)**

8. P30 parking restriction installed over existing parallel parking outside numbers 53 and 55 on the north side of the street.
9. Extend existing No Stopping restriction beside number 443 Colombo Street on the north side of the street to provide an adequate left turn lane at the proposed new traffic signals.

10. Change existing 60° angle parking on the south side of Battersea Street to 90° angle parking and a P30 parking restriction be installed on this length of angle parking.
11. Existing parallel parking be changed to 90° angle parking on the south side of the street outside numbers 46 to 58.

**Buchan Street – Proposed parking changes (refer Attachment 3)**

12. All existing parallel parking on the west side of Buchan Street between Harold Street and Byron Street be changed to 90° angle parking, except for three parallel parks south of Byron Street and two parallel parks south of Wordsworth Street. No changes are proposed on the east side of the street.
13. Buchan Street centreline and the Harold Street and Lawson Street limit lines will be adjusted as shown on the plan to accommodate these changes.
14. Existing P10 parking restriction currently installed on four parallel parks north of Penbury Street be revoked and a P10 parking restriction installed on the first four 90° angle parks north of Penbury Street.

**Cass Street – Proposed parking changes (refer Attachment 4)**

15. Existing parallel parking on the north side at the eastern end be changed to 90° angle parking and a short length of No Stopping restriction be installed between the western end of the new 90° angle parking and the existing parallel parking to provide some protection against accidental damage to the angle parked vehicle.
16. Removal of one existing single parallel parking space on the south side of the street in front of number 40 to improve access for large trucks.

**Elgin Street – Proposed parking changes (refer Attachment 5)**

17. P30 parking restriction installed over the existing parallel parking outside number 33 on the north side of the street.
18. Existing parallel parking on the south side of the street at the east end between Colombo Street and the existing Loading Zone be changed to 90° angle parking and a P30 parking restriction be installed on this length of angle parking.
19. Existing parallel parking be changed to 90° angle parking on the south side of the street between the kerb build out located approximately mid way along the street and the existing loading zone.

**Sandyford Street – Proposed parking changes (refer Attachment 6)**

20. Existing No Stopping restriction on the north side of the street near the east end be reduced by approximately 15 metres.
21. P30 parking restriction installed over the existing parallel parking outside numbers 60 to 64 on the south side of the street.

**Stanley Street – Proposed parking changes (refer Attachment 7)**

22. P30 restriction installed over three existing parallel parks in front of numbers 32 and 36 on the south side of the street. No changes are proposed on the north side of the street.

### **Wordsworth Street – Proposed parking changes (refer Attachment 8)**

23. P30 parking restriction installed over existing parallel parking in front of number 55 on the north side of the street. No changes are proposed on the south side of the street.
24. Consultation regarding the proposed parking changes was undertaken with all property owners and business managers/tenants in the seven affected streets. Approximately 440 consultation letters were also placed under the windscreen wipers of cars parked on the street in the area covered by the Sydenham Parking Strategy. For results of the consultation, refer to paragraphs 35 to 67.

#### **FINANCIAL IMPLICATIONS**

25. The estimated cost of this proposal is approximately \$8,780.

#### **Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

26. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

#### **LEGAL CONSIDERATIONS**

27. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
28. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.
29. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

#### **Have you considered the legal implications of the issue under consideration?**

30. As above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

31. Aligns with the Streets and Transport activities by contributing to the Councils Community Outcomes-Safety and Community.

#### **Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

32. As above.

#### **ALIGNMENT WITH STRATEGIES**

33. The recommendations align with the Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

#### **Do the recommendations align with the Council's Strategies?**

34. As above.

#### **CONSULTATION FULFILMENT**

35. Consultation letters were posted to all property owners and consultation letters addressed to 'The Business Manager' were delivered to all businesses/properties in each of the seven streets. Approximately 440 consultation letters including a plan showing the proposed changes were also placed under the windscreen wipers of cars parked on the street in the area covered by the Sydenham Parking Strategy. Responses from each street and the on-street car parkers are detailed below, with any staff comments in italics.

### **Battersea Street:**

36. 49 consultation letters were issued and a total of eight responses were received, six in support of the proposal and two against.
37. Of the two responses against, one supported angle parking but wanted a longer time restriction and the other believed that proposed change from 60° to 90° angle parking will cause more accidents.

*The Council prefers 90° x three metre wide angle parking as it allows easier manoeuvring into and out of the parking space from either direction.*

38. One single angle park beside the entrance to number 48 has been removed following the consultation.
39. A reply letter to all consultation respondents is included as **Attachment 9**.

### **Buchan Street:**

40. 114 consultation letters were issued and a total of 19 responses were received, 11 in support of the proposal and eight against.
41. The majority of comments made by those that responded against the proposal were that the street is too narrow for angle parking and angle parking would be dangerous because the street is busy with large trucks.
  - *Buchan Street is 14 metres wide which is wide enough to allow five metre long 90° angle parking stalls on one side and parallel parking on the other. There is already angle parking on Buchan Street between Byron Street and Carlyle Street and reducing the carriageway width will help reduce the speed in the street.*

42. Other comments received suggested that the Sydenham Square site or the park at the corner of Buchan and Wordsworth Streets should be used for off street parking.

43. Following the consultation, the following amendments were made to the proposed parking changes in Buchan Street:

- (a) The first angle park north of Harold Street removed to improve visibility;
- (b) The single angle park in front of number 37 removed to improve truck access;
- (c) The single angle park north of Wordsworth Street removed to improve visibility;
- (d) Harold Street and Lawson Street limit lines adjusted.

44. A reply letter to all consultation respondents is included as **Attachment 10**.

### **Cass Street:**

45. 14 consultation letters were issued and a total of three responses were received, all three were in support of the proposal.
46. No amendments have been made to the proposed parking changes in Elgin Street following the consultation.
47. A reply letter to all consultation respondents is included as **Attachment 11**.

#### **Elgin Street:**

48. 34 consultation letters were issued and a total of four responses were received, two in support of the proposal and two against.
49. Of the two responses against, one supported angle parking but wanted a longer time restriction; the other believed that the street was already congested and the proposed changes will make things worse.
50. No amendments have been made to the proposed parking changes in Elgin Street following the consultation.
51. A reply letter to all consultation respondents is included as **Attachment 12**.

#### **Sandyford Street:**

52. 59 consultation letters were issued and a total of seven responses were received, six in support of the proposal and one against.
53. The response against the proposal wanted the proposed P30 restriction moved to the north side of the road.
54. No amendments have been made to the proposed parking changes in Sandyford Street following the consultation.
55. A reply letter to all consultation respondents is included as **Attachment 13**.

#### **Stanley Street:**

56. 40 consultation letters were issued and a total of 11 responses were received, six in support of the proposal and five against.
57. The responses against were received from properties on the south side at the eastern end of the street, on the basis that angle parking would restrict heavy vehicle access into these properties.  
*As a result of further investigation into the access to these properties, the angle parking and loading zone relocation originally proposed at the east end of Stanley Street will not proceed.*
58. In line with the intent of the Sydenham Area Parking Plan to increase short term parking, it is now proposed that a P30 restriction be placed over the three parallel parking spaces in front of numbers 32 and 36 Stanley Street.
59. A reply letter to all consultation respondents is included as **Attachment 14**.

### **Wordsworth Street:**

60. 91 consultation letters were issued and a total of five responses were received, four in support of the proposal and one against.
61. The response against the proposed changes believed that the proposed P30 restriction will make it harder for staff to find a park.
62. No amendments have been made to the proposed parking changes in Wordsworth Street following the consultation.
63. A reply letter to all consultation respondents is included as **Attachment 15**.

### **On Street Car Parkers:**

64. Approximately 440 consultation letters were placed under the windscreen wipers of cars parked on the street in area covered by the Sydenham Parking Strategy and a total of 50 responses were received. Of these, 18 supported the proposal, 28 were against and four made comments without indicating whether they were for or against.
65. The following is a summary of the responses against the proposal from the on-street parkers:
  - (a) 17 related to the loss of free all day parking.

*The proposed parking plan will create 39 new P30 parking spaces and provide an additional three unrestricted parking spaces in the area.*
  - (b) Four related to safety concerns walking to vehicles at night.

*A Street lighting upgrade is planned for Carlyle Street between Buchan and Brisbane Streets during the 2009-2010 financial year.*
  - (c) Two objected to parking meters.

*There are no meters being installed by this proposal.*
  - (d) Two related to concerns that Buchan Street is not wide enough for angle parking.

*There is already angle parking in Buchan Street.*
  - (e) A reply letter to all consultation respondents is included as **Attachment 16**.
66. There is no Residents' Association in this area.
67. The officer in Charge - Parking Enforcement agrees with this recommendation.

### **STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board:

#### **Battersea Street**

- (a) Revoke the following on Battersea Street:
- (b) That the parking of vehicles currently restricted to 60 degree angle parking on the south side of Battersea Street commencing at a point 24 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 28 metres be revoked.

- (c) That the stopping of vehicles currently prohibited at any time on the north side of Battersea Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 17 metres be revoked.
- (d) That the stopping of vehicles currently prohibited at any time on the south side of Battersea Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 24 metres be revoked.

Approve the following on Battersea Street:

- (e) That the parking of vehicles be restricted to 90 degree angle parking and be restricted to a maximum period of 30 minutes on the south side of Battersea Street commencing at a point 24 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 27 metres.
- (f) That the parking of vehicles be restricted to 90 degree angle parking on the south side of Battersea Street commencing at a point 59 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 57 metres.
- (g) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Battersea Street commencing at a point 42 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 30.5 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north side of Battersea Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 35 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south side of Battersea Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 24 metres.

#### **Buchan Street**

Revoke the following on Buchan Street:

- (a) That any existing parking restrictions at any time on the west side of Buchan Street commencing at its intersection with Harold Street and extending in a northerly direction to its intersection with Byron Street be revoked.

Approve the following on Buchan Street:

- (b) That the stopping of vehicles be prohibited at any time on the west side of Buchan Street commencing at its intersection with Harold Street and extending in a northerly direction for a distance of six metres.
- (c) That the stopping of vehicles be prohibited at any time on the west side of Buchan Street commencing at its intersection with Wordsworth Street and extending in a southerly direction for a distance of nine metres.
- (d) That the stopping of vehicles be prohibited at any time on the west side of Buchan Street commencing at its intersection with Wordsworth Street and extending in a northerly direction for a distance of eight metres.
- (e) That the stopping of vehicles be prohibited at any time on the west side of Buchan Street commencing at its intersection with Lawson Street and extending in a southerly direction for a distance of six metres.

- (f) That the stopping of vehicles be prohibited at any time on the west side of Buchan Street commencing at its intersection with Lawson Street and extending in a northerly direction for a distance of six metres.
- (g) That the stopping of vehicles be prohibited at any time on the west side of Buchan Street commencing at its intersection with Penbury Street and extending in a southerly direction for a distance of six metres.
- (h) That the stopping of vehicles be prohibited at any time on the west side of Buchan Street commencing at its intersection with Penbury Street and extending in a northerly direction for a distance of six metres.
- (i) That the stopping of vehicles be prohibited at any time on the west side of Buchan Street commencing at its intersection with Byron Street and extending in a southerly direction for a distance of 8.5 metres.
- (j) That the parking of vehicles be restricted to 90 degree angle parking on the west side of Buchan Street commencing at a point 6 metres north from its intersection with Harold Street and extending in a northerly direction for a distance of 79 metres.
- (k) That the parking of vehicles be restricted to 90 degree angle parking on the west side of Buchan Street commencing at a point six metres south from its intersection with Lawson Street and extending in a northerly direction for a distance of 18 metres.
- (l) That the parking of vehicles be restricted to 90 degree angle parking on the west side of Buchan Street commencing at a point six metres north from its intersection with Lawson Street and extending in a northerly direction for a distance of 62.5 metres.
- (m) That the parking of vehicles be restricted to 90 degree angle parking and be restricted to a maximum period of 10 minutes on the west side of Buchan Street commencing at a point 6 metres north from its intersection with Penbury Street and extending in a northerly direction for a distance of 12 metres.
- (n) That the parking of vehicles be restricted to 90 degree angle parking on the west side of Buchan Street commencing at a point 18 metres north from its intersection with Penbury Street and extending in a northerly direction for a distance of 30 metres.

### **Cass Street**

Approve the following on Cass Street:

- (a) That the parking of vehicles be restricted to 90 degree angle parking on the north side of Cass Street commencing at a point 31 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 69 metres.
- (b) That the stopping of vehicles be prohibited at any time on the north side of Cass Street commencing at a point 100 west of its intersection with Colombo Street and extending in a westerly direction for a distance of four metres.

### **Elgin Street**

Revoke the following on Elgin Street:

- (a) That the stopping of vehicles currently prohibited at any time on the south side of Elgin Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 20 metres be revoked.



Approve the following on Elgin Street:

- (b) That the parking of vehicles be restricted to 90 degree angle parking and be restricted to a maximum period of 30 minutes on the south side of Elgin Street commencing at a point 18 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 39 metres.
- (c) That the parking of vehicles be restricted to 90 degree angle parking on the south side of Battersea Street commencing at a point 80 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 18 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Elgin Street commencing at a point 46 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 16.5 metres.
- (e) That the stopping of vehicles be prohibited at any time on the south side of Elgin Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 18 metres.

### **Sandyford Street**

Revoke the following on Sandyford Street:

- (a) That the stopping of vehicles currently prohibited at any time on the north side of Sandyford Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 58 metres be revoked.
- (b) That the parking of vehicles currently restricted to a maximum period of 30 minutes on the south side of Sandyford Street commencing at a point 11 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 19 metres be revoked.

Approve the following on Sandyford Street:

- (c) That the stopping of vehicles be prohibited at any time on the north side of Sandyford Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 43 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Sandyford Street commencing at a point 11 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 44 metres.

### **Stanley Street**

Approve the following on Stanley Street:

- (a) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Stanley Street commencing at a point 50 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 16 metres.

### **Wordsworth Street**

Approve the following on Wordsworth Street:

- (a) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Wordsworth Street commencing at a point 43 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 28 metres.

### **CHAIRPERSONS' RECOMMENDATION**

For discussion.